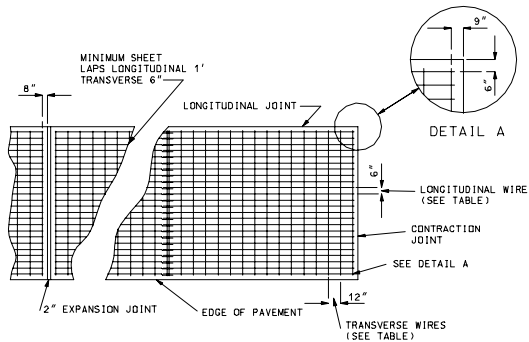


TAPER TREATMENT

PLAN FOR LOCATING JOINTS

GENERAL NOTES:
 FOR JOINT DETAILS SEE SHEET NO. 2.
 THE JOINT LAYOUT OF RAMPS IS TYPICAL FOR OUTER RAMPS OF CLOVERLEAF AND DIAMOND INTERCHANGES. SEE OTHER DRAWINGS FOR SPECIAL JOINT LAYOUTS.
 JOINT SPACING SHOWN IS MAXIMUM AND IS TO BE REDUCED TO AVOID CONFLICT WITH ABUTTING STRUCTURES. JOINTS IN MULTI-LANE PAVEMENT ARE TO BE CONTINUOUS.

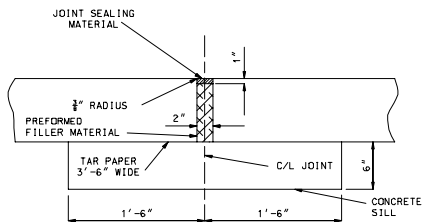
MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
CONCRETE PAVEMENT AND BASE APPURTENANCES			
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LENGTH OF SHEETS IS 16'-0". SHEETS MAY BE INCREASED TO 21' LENGTHS PROVIDED PROOF IS SUPPLIED BY THE CONTRACTOR THAT ANTICIPATED PAVING PROGRESS AND ROADWAY CURVATURE WILL PERMIT PLACEMENT.

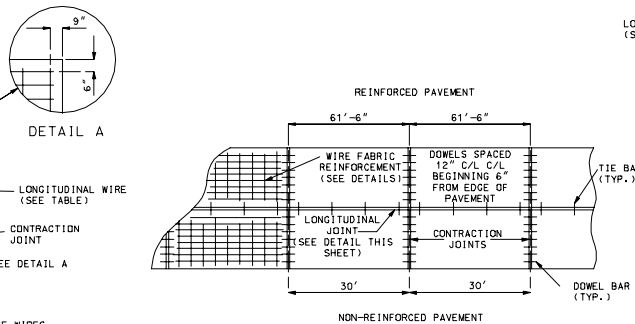
SHEETS SHALL BE FULL WIDTH OF PAVEMENT LANE. IF WIDTH OF LANE EXCEEDS 13 FEET, THE CONTRACTOR SHALL MAKE ONE LONGITUDINAL SPLICE USING THE MOST ECONOMICAL WIDTH OF FABRIC.

PLAN WIRE FABRIC REINFORCEMENT

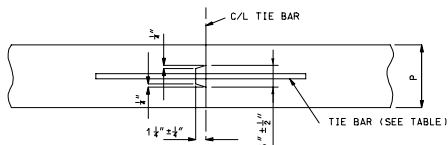


SILL SHALL EXTEND 18" BEYOND EACH EDGE OF THE PAVEMENT, AND SHALL BE CONSTRUCTED OF CONCRETE REGARDLESS OF ADJACENT BASE MATERIAL.

EXPANSION JOINTS (E)



JOINT PLAN AND SPACING FOR CONTRACTION JOINTS

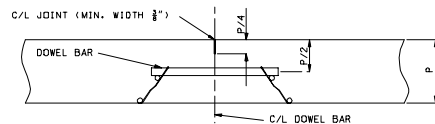


IF METAL IS USED TO FORM EACH KEY DISCONTINUE STRIPS FOR DISTANCE OF APPROXIMATELY 3" EACH SIDE OF TRANSVERSE JOINT.

TYPE (K) REQUIRES TIE BAR.

TYPE (M) CONSTRUCTED WITH OUT TIE BARS.

TONGUE AND GROOVE JOINTS (K) AND (M)

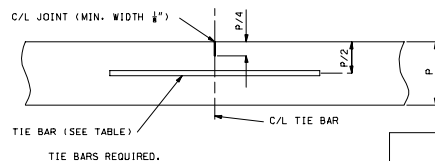


DOWELS REQUIRED. FOR PERMISSIBLE TYPES OF DOWEL SUPPORTING UNITS. SEE OTHER DRAWINGS.

(1) DOWEL BARS ARE REQUIRED FOR ALL PAVEMENTS HAVING THE SAME THICKNESS AS THE TRAVELED WAY.

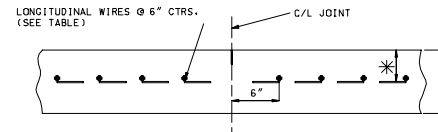
TRANSVERSE CONTRACTION JOINTS FOR CONCRETE PAVEMENT OR BASE WIDENING SHALL MATCH EXISTING JOINTS.

TRANSVERSE CONTRACTION JOINT (C1)

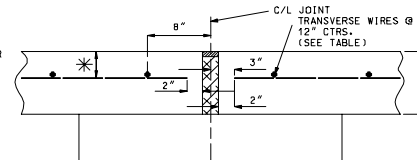


TIE BARS REQUIRED.

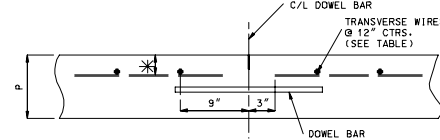
LONGITUDINAL JOINT (L)



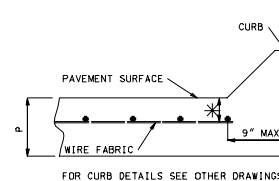
(L), (K), AND (M) JOINTS



(E) JOINT



(C1) JOINT

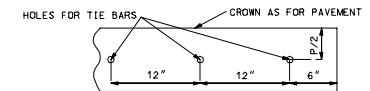


FOR CURB DETAILS SEE OTHER DRAWINGS.

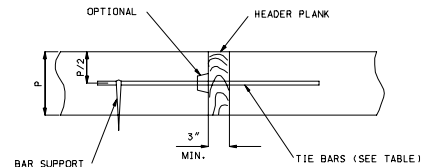
REINFORCING DETAILS

* 3" + 1/4" FOR PAVEMENT THICKNESS OF 10" OR LESS.
4" + 1/4" FOR PAVEMENT THICKNESS GREATER THAN 10".

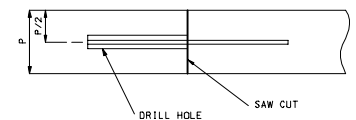
PCP THICKNESS (P)	TABLE					
	SLAB REINFORCEMENT		DOWELS		TIE BARS	
	STEEL WIRE FABRIC SIZE	NO. 3 REBAR GRID	SIZE	SPACING	SIZE	SPACING
10" OR LESS	6x12 - W6.3xW4	6" x 12"	1 1/2" x 18"	12" CTR. - CTR.	5/8" x 30"	30" CTR. - CTR.
GREATER THAN 10"	6x12 - W8xW4	6" x 12"	1 1/2" x 18"	12" CTR. - CTR.	5/8" x 40"	30" CTR. - CTR.



PART ELEVATION OF HEADER PLANK



HEADER SECTION



SAWED SECTION

TIE BAR REQUIRED.

THE HEADER BOARD SHALL BE SUFFICIENTLY RIGID TO PREVENT DISTORTION FROM THE TYPICAL SECTION AND MAINTAIN A STRAIGHT LINE FROM PAVEMENT EDGE TO PAVEMENT EDGE. STRAIGHT OR BENT TIE BARS MAY BE USED WITH THE TIMBER HEADER JOINT. IF BENT BARS ARE USED, THE OPTIONAL KEYWAY MUST BE USED.

THE CONSTRUCTION JOINT MAY BE SAWED FULL DEPTH. HOLES FOR TIE BARS SHALL BE DRILLED AFTER THE CONCRETE HAS SUFFICIENT SET TO PREVENT DAMAGE. TIE BARS SHALL BE GROUTED INTO THE HOLES.

CONSTRUCTION JOINT (C)

GENERAL NOTES:

THE FINAL POSITION OF ALL DOWELS AND TIE BARS SHALL BE PERPENDICULAR TO THE PLANE OF THE JOINT AND PARALLEL TO THE SURFACE OF THE PAVEMENT AND PARALLEL TO EACH OTHER.

WIRE SIZES SHOWN FOR STEEL WIRE FABRIC REINFORCEMENT ARE MINIMUM SIZES.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
CONCRETE PAVEMENT AND BASE APPURTENANCES			
DATE: _____	EFFECTIVE: 10-01-1999	502.00R	2/2